

STATUS CHANGE SHEET FOR U.S.S. LUNGA POINT (AKV-32)

I. NOTICE OF CHANGES IN HULL CLASSIFICATION, NAME, OF HULL NUMBER:

FROM TO EFFECTIVE DATE

II. NOTICE OF FIRST COMMISSION, DECOMMISSION OR RECOMMISSION:

FIRST COMMISSION DATE: \_\_\_\_\_

DECOMMISSIONED DATES: \_\_\_\_\_

DATES RECOMMISSIONED: \_\_\_\_\_

III. NOTICE OF TRANSFER, LOAN, NAME STRIKE AND FINAL DISPOSAL:

A. Name of Country, State or other to whom loan is scheduled:

\_\_\_\_\_  
Scheduled date of loan \_\_\_\_\_

Actual date of loan \_\_\_\_\_ Authority \_\_\_\_\_

☐ Military Assistance Specify if other: \_\_\_\_\_

Name assigned by Foreign Nation: \_\_\_\_\_

B. Date Name Stricken from the Navy List: 1 April 1960

C. Date of transfer and Identification of Agency to whom transferred:

For Disposal: \_\_\_\_\_  
(Date) (Agency)

D. RECORD OF FINAL DISPOSAL:

Sold For: ☐ Scrapping ☐ Maritime Commercial use

☐ Private ownership by individual

Identification and Address of Purchaser: \_\_\_\_\_

Date of Sale: \_\_\_\_\_ Purchase Price: \_\_\_\_\_

IV. Other: \_\_\_\_\_

# NAVAL SPEED LETTER

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CLASSIFICATION

REPLY REFER TO

FF10/SDG/JL

A4-3/A9-8

See 30/1490

DATE

APR 29 1958

TO: Commander, Pacific Reserve Fleet

NAVAL SPEED LETTER—

Permits dispatch or informal language.

May be sent (1) with enclosures, (2) in a window envelope (size 8 7/8" x 3 7/8"), if contents are not classified as confidential or higher, (3) to both naval and non-naval activities.

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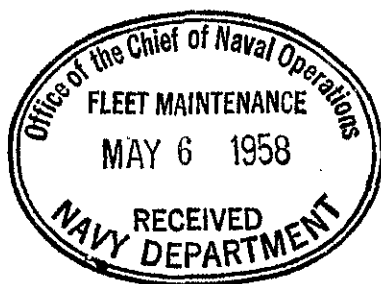
(Fold)

REPORT SYMBOL CRNAV 544.1-1

USS LUNGA POINT T-CVU 94 RECEIVED SDIEGO 290430Z. BERTH 1204 SOUTH PIER

12 NAVSTA ASG.

W. S. STOVALL, Jr.



46815

COPY TO

|         |                |             |         |         |          |                  |
|---------|----------------|-------------|---------|---------|----------|------------------|
| CNO     | COMWESTSEAFRON | COMSTS      | BUSHIPS | BUSANDA | NSD MECH | ESO GLAKES       |
| Op-332D | CINCPACFLT     | COMSELEVEN  | BUORD   | BUMED   | NSD CIPD | COMTACOCRU       |
| Op-432  | COMAIRPAC      | COMTHIRTEEN | BUPERS  | BUAIR   | NSC OAK  | CO NAVSTA SDIEGO |

ADDRESS:

Commander, San Diego Group  
Pacific Reserve Fleet  
U.S. Naval Station  
San Diego 36, California

SENDER'S MAILING ADDRESS

Address reply as shown at left; or reply hereon and return in window envelope (size 8 7/8" x 3 7/8"), if not classified as confidential or higher.

CLASSIFICATION

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HISTORY OF USS LUNGA POINT (CVE 94)

"Operating as a highly disciplined and superbly coordinated team, the LUNGA POINT, her officers and her men achieved a notable record of excellent performance in combat which reflects the highest credit upon the United States Naval Service."

Behind this Presidential Unit Citation awarded to USS LUNGA POINT lies action at Lingayen Gulf, Iwo Jima, Okinawa and in the East China Sea, where LUNGA POINT's planes flew 4,477 missions.

The ship was launched at Vancouver, Washington, 11 April 1944 by the Kaiser Shipbuilding Company.. Commissioning ceremonies were held at Astoria, Oregon, on 14 May and Captain G. A. T. Washburn became the first commanding officer of USS LUNGA POINT. After leaving Astoria, LUNGA POINT proceeded to Puget Sound, where speed runs were made, instruments calibrated, the ship degaussed and all guns test-fired.

San Diego was the next port of call. Planes came out from North Island and exercised the flight deck crews in handling aircraft. Arresting gear and catapult were used for the first time with aircraft. Following this brief training period, the ship called at Alameda, where Army bombers were loaded for Finschafen, New Guinea. Some 400 passengers were also taken on board for transportation to the forward areas.

Arriving at Dreger Harbor, New Guinea, cargo and passengers were discharged and war-weary P47s loaded for the return voyage. Calling at Espiritu Santo on 20 July, the ship refueled, loaded passengers and proceeded to San Diego.

A period of availability was granted at Terminal Island, Long Beach, California, where LUNGA POINT was made ready for combat duty. Returning to San Diego, the ship became a unit of Carrier Division 29, consisting of MAKIN ISLAND, BISMARCK SEA and SALAMAUA. Several weeks were spent qualifying Composite Squadron 85 in carrier operations. Three other squadrons were qualified in carrier landings: VC 84, VF 38, and VT 38.

On 16 October 1944, the ship set sail for combat duty. A two-day stop in Pearl Harbor, then on through Eniwetok, Ulithi and Kossol Roads, and LUNGA POINT arrived in time to participate in the Leyte Gulf operations. From 13 November to 22 November the ship, as a unit of Carrier Division 29, provided air cover for transports and surface units in and out of Leyte Gulf.

First contact with the enemy came on 22 November when three Jap bombers penetrated the air cover and attacked convoy and escorts. One was shot down and the other two escaped into the

clouds. Other enemy aircraft and submarines in the vicinity were kept at a respectful distance and no casualties to the ships resulted during this period.

When relieved of escort duty on 23 November, LUNGA POINT, together with MAKIN ISLAND, BISMARCK SEA, SALAMAUS and escorts, departed for Manus, Admiralty Islands, to prepare for the Luzon campaign. Here detailed plans for air support for the landings at Lingayen Gulf were studied and a rehearsal held at Huon Gulf. On 27 December departure was taken from Manus and the task unit proceeded toward the Philippines.

Following a two-day stopover at Kossol Roads to top off fuel and ammunition, LUNGA POINT sailed on New Year's Day for Lingayen Gulf. On the third of January the support carriers rendezvoused with the battleships and cruisers of the bombardment and fire support group to begin the transit of Surigao Straits.

The force moved steadily through the land-bound Mindanao and Sulu Seas and on the fifth came out into the South China Sea. On the fourth, while in the Sulu Sea, a Jap Kamakaze plane dove on LUNGA POINT and was shot down by the ship's anti-aircraft guns. At the same time, OMMANEY BAY was hit and sunk by a Jap plane. On the fifth the first enemy plane was shot down by a fighter plane of the ship's air group VC 85.

During the approach to Lingayen Gulf, the force was seldom more than 15 minutes flying time from Japanese-held airfields. Some 70 operational fields were known to be in Japanese hands. On 5 January the force steamed northward through the South China Sea, passing Manila Some 60 miles offshore. Fourteen enemy air attacks were made on the force from 4 to 9 January.

LUNGA POINT arrived off Lingayen Gulf three days prior to the landing date and helped prepare the way for the troops, as well as provide air cover for the battleships, minesweepers and demolition teams. There followed eleven days of intensive air support during which time LUNGA POINT's planes flew an average of 41 sorties per day.

On 17 January 1945, the support carriers were withdrawn and LUNGA POINT returned to Ulithi without mishap. From 23 January to 10 February the escort carriers remained thereafter, preparing for the invasion of Iwo Jima. They then departed for Iwo Jima via Saipan where a short rehearsal was held. The advance amphibious force arrived off Iwo Jima on 16 February.

Enemy air opposition did not develop in strength until 21 February. On that evening about sixteen planes attacked carriers in the vicinity, resulting in severe damage to SARATOGA and the sinking of BISMARCK SEA. Four Jills made torpedo and suicide attacks on LUNGA POINT. Two torpedoes missed ahead and one astern and three attacking planes were shot down by the ship's anti-aircraft.

One plane, exploding from gunfire just prior to striking the ship, caused minor damage as its wing and landing gear sheared off on impact. The plane crossed the flight deck from starboard to port at an altitude low enough to leave a series of propeller marks on the flight deck planking.

LUNGA POINT operated almost within sight of Iwo Jima until, land-based planes were present in sufficient strength on the island to protect the ground forces. Departing on 8 March, the ship returned to Ulithi. At this anchorage plans for the next campaign, the assault and occupation of Okinawa, were studied. The ship reprovisioned and on 21 March, with other advance forces, sortied from Ulithi enroute to Okinawa.

Arriving three days later, LUNGA POINT began flight operations the following morning. By the end of the first week all bombs and rockets were expended and the ship proceeded to the recently-acquired anchorage in Kerama Retto for rearming.

Shortly after anchoring, "bogeys" were reported closing and at 0845 a Zeke suicide diver attacked from an altitude of 6000 feet. He was splashed by gunfire from LUNGA POINT and SAGINAW BAY. Upon completion of loading, late in the afternoon, the ship sortied with three escorts and again came under suicide attack by a force estimated at six planes. Of these, five were observed to crash and the other is believed to have been damaged. One crashed into USS DICKERSON (APD 21) resulting in her loss. This action was the 12th suicide attack made on LUNGA POINT in three months.

For 32 days following arrival at Okinawa, operations were conducted continuously against the enemy. On 25 April the ship relieved the escort carrier STEAMER BAY in the fueling area and flew defensive patrols over the service group until departure for Guam on 8 May.

There followed a period of availability from 11 May until 23 May at Guam for minor repairs and interim upkeep. Air Group VC 85 was relieved by VC 98 and LUNGA POINT departed for Okinawa on 23 May. After a preliminary period of 10 days on tanker escort duty she was relieved by SALAMAU and rejoined Support Carrier Unit One on 4 June.

The unit steamed southeast on the night of 4 June, avoiding the center of a typhoon by 100 miles. At dawn on 7 June, aircraft of the unit struck airfields and installations in the Sakashima group. Suicide attacks were made on NEHENTA BAY and SARGENT BAY, but LUNGA POINT escaped. Following the one-day strike, the ship returned with its unit to Okinawa.

On 8 June, VC 98 flew its first support mission, hitting targets on Okinawa through the day. On 15 June Rear Admiral C.T. Durgin flew aboard on a personal visit to present awards to officers

and men of LUNGA POINT. Continuous ground support was furnished for the forces on Okinawa until 17 June, when the ship refueled and set a course for Sakishima.

On 18 June flight operations were resumed with strikes being flown against Ishigaki and Miyara airfields on Sakishima Gunto. Shortly thereafter, LUNGA POINT along with USS WILKS (DD 440), was detached to proceed to Kerama Retto for rearming and provisioning. LUNGA POINT dropped anchor in Kerama Retto on the morning of the 19th. Ammunition and supplies were loaded in a hurry and the ship was again underway at 1730.

Late in the evening of 22 June, word was received that all organized resistance on Okinawa had ceased, and that there remained only isolated pockets of enemy forces. On 24 June it was reported that the minesweeping operation in area Zebra had been completed and Task Unit 32.1. immediately took departure for Leyte, arriving three days later.

Orders were received to rearm and replenish as quickly as possible and return north. This was done and the ship was ready for sea on 1 July. At noon the same day Captain W. R. Hollingsworth was flown aboard as relief for Captain G.A.T. Washburn. Five days later, as the ship was approaching her operating area, Captain Hollingsworth took over command and Captain Washburn was flown to Okinawa for further transportation to the United States.

LUNGA POINT's assignment was to cover another minesweeping operation in an area which was about halfway to the China Coast, directly west of the southern tip of Okinawa. Local and anti-submarine and combat air patrol targets were flown for the next three weeks before the ship returned to Okinawa for rearming and replenishment.

During this operation, the formation was shadowed by enemy planes continuously, but the group's air cover always broke up the attacks before they were able to reach the formation. Although the escort carrier was operating some 60 miles from the mine field proper, floating mines were spotted daily and destroyed by ships of the screen. The finale for this operation was providing cover for a cruiser task force making an anti-shipping sweep north of the mine field off the Shanghai coast.

After two days at Okinawa, LUNGA POINT was again ready for combat. A force of heavy cruisers was to make a second anti-shipping sweep along the coast of China, from Shanghai northward, and LUNGA POINT was one of three CVE's designated to provide air cover. In addition to the air cover, the planes from the ship flew photo reconnaissance missions mapping several of the island groups in Hangchow Bay as well as making strikes on enemy air installations along the coast.

Since the ships operated within a few minutes flight of ten or twelve Japanese airfields in and around the Shanghai area, a great deal of the time was spent at general quarters, though none of the attacks were pressed. Several enemy planes were shot down.

This duty was terminated on 7 August and the formation returned to Buckner Bay, Okinawa for supplies and orders. While anchored in Buckner Bay on 10 August, word was received of the Japanese peace offerings, though it was not until five days later that this was officially confirmed.

LUNGA POINT next sailed for Saipan, reaching there on 18 August. The crew had to hurry at Saipan for much needed repairs were made as orders had been received to join the FIFTH Fleet to participate in the occupation of Japan. These orders were soon changed, and though still a part of the FIFTH Fleet, the ship was to aid in evacuating Allied prisoners of war from the Empire, operating out of the ports of Wakayama and Nagasaki.

On 1 September 1945, LUNGA POINT departed Saipan and set a course for Okinawa. Enroute the squadron exercised with rockets on a towed spat and gunnery practice was held. Flying her air squadron off on 7 September, the ship proceeded to Japan, anchoring on 11 September in Wakanoura Wan.

An evacuation center was established ashore and returned allied military personnel processed. Five days later, information was received that insufficient personnel had been recovered to load the ship. LUNGA POINT then went to Nagasaki, arriving there just in time to ride out a typhoon which struck shortly after she had dropped anchor. Heavy seas and winds up to 80 knots were experienced in spite of the protection of surrounding land informations.

Two days were necessary to complete loading return allied military personnel totalling 760 men of various nationalities and, on the afternoon of 18 September, LUNGA POINT was once more enroute to Okinawa. She arrived 24 hours later and disembarked allied personnel the next day.

On 29 September LUNGA POINT took aboard Composite Air Group VC 33 and again departed from Buckner Bay for Wakanoura Wan, arriving there on 1 October. Preparations were made in anticipation of the Nagoya landing, but weather conditions postponed the operation. Orders were then received to sail at once for Tokyo Harbor. While enroute word was received that Rear Admiral W. D. Sample was missing in a PBM on a routine patrol flight.

Course was reversed and planes sent out on searches when weather permitted. After several days on intermittent operations, the ship put in to Wakanoura Wan once more to refuel and take on supplies. She was then ordered to resume the search which covered

the southern coast of the Empire and the Inland Sea. When the area had been thoroughly covered, the search was called off and the formation set course for Tokyo Bay.

On arrival LUNGA POINT was relieved by USS PUGET SOUND (CVE 113). After loading passengers, LUNGA POINT stood out of Tokyo Bay on 28 September enroute to Pearl Harbor, arriving on 7 November 1945.

LUNGA POINT was placed out of commission in reserve by directive dated January 1947. She became a part of the Tacoma Group, Pacific Reserve Fleet.

Named for a famed Guadalcanal battleground, LUNGA POINT was sponsored by Mrs. Mary Elizabeth McKay, wife of Captain James H. McKay, USN, assisted by Mrs. Lola Lee Bowman, wife of Captain R. L. Bowman, USN.

LUNGA POINT received a Presidential Unit Citation together with her attached squadrons, for service as set forth in the following citation:

"For extraordinary heroism in action against enemy Japanese forces in the air, ashore and afloat. Operating in the most advanced areas, the USS LUNGA POINT and her attached air squadrons penetrated enemy controlled water to destroy hostile warships, aircraft, merchant shipping and shore installations despite frequent and sustained enemy air attacks. Fighting her guns effectively, she defended herself against repeated Kamikaze attacks, destroying five suicide planes by her own gunfire and assisting the screen in the destruction of two others. Her air groups furnished powerful fire support for our landing operations and land offensives and they provided aerial photographic coverage of enemy installations, beaches and waterways. Operating as a highly disciplined and superbly coordinated team, the LUNGA POINT, her officers and her men achieved a notable record of excellent performance in combat which reflects the highest credit upon the United States Naval Service."

LUNGA POINT received the Navy Occupation Service Medal for duty from 3 September to 29 October 1945 in Asiatic waters. The ship also received 5 Battle Stars on the Asiatic-Pacific Area Service Medal for the following operations:

- 1 Star/Leyte Landings - 14 November - 23 November 1944
- 1 Star/Lingayen Gulf Landing -- 4 January - 18 January 1945
- 1 Star/Assault and Occupation of Iwo Jima - 16 February - 8 March 1945



1 Star/FIFTH Fleet raids in Support of Okinawa Gunto Operation --  
26 April - 6 June 1945

1 Star/THIRD Fleet Operations Against Japan -- 10 July - 7 August  
1945

\* \* \* \* \*

#### STATISTICS

|                |            |
|----------------|------------|
| DISPLACEMENT   | 7,800 tons |
| LENGTH OVERALL | 512 feet   |
| BEAM           | 108 feet   |
| SPEED          | 19 kncts   |

\* \* \* \* \*

Compiled: September 1952

LUNGA POINT (AKV-32, ex-CVE) sold 25 Jul 1960 to Hyman-Michaels Co., Ill

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON 25, D. C.

SECNAV 5441  
Op-434P  
Ser 1427P43  
JUL 20 1960

SECNAV NOTICE 5441

From: The Secretary of the Navy  
To: Distribution List

Subj: Striking of Ships and Craft from "List of Naval Vessels"  
or "List of Service Craft"

1. Purpose. The purpose of this Notice is to advise addressees of the vessels which are stricken from the "List of Naval Vessels" or "List of Service Craft".

2. Changes.

a. The following ships are stricken from the "List of Naval Vessels" as of the dates indicated:

| <u>CLASSIFICATION AND NAME</u> | <u>DATE</u> |
|--------------------------------|-------------|
| AVP 28 OYSTER BAY              | 23 Oct 1957 |
| SS 212 GATO                    | 1 Mar 1960  |
| SS 213 GREENLING               | 1 Mar 1960  |
| AK 157 ALCONA                  | 1 Apr 1960  |
| AK 162 BELTRAMI                | 1 Apr 1960  |
| AK 179 FARIBAULT               | 1 Apr 1960  |
| AK 184 GRAINGER                | 1 Apr 1960  |
| AKL 26                         | 1 Apr 1960  |
| AKS 21 BELLE ISLE              | 1 Apr 1960  |
| AKS 22 COASTERS HARBOR         | 1 Apr 1960  |
| AKS 23 CUTTYHUNK ISLAND        | 1 Apr 1960  |
| AKS 24 AVERY ISLAND            | 1 Apr 1960  |
| AKS 25 INDIAN ISLAND           | 1 Apr 1960  |
| AKS 26 KENT ISLAND             | 1 Apr 1960  |
| AKS 27 ELECTRON                | 1 Apr 1960  |
| AKS 29 COLINGTON               | 1 Apr 1960  |
| AKS 30 LEAGUE ISLAND           | 1 Apr 1960  |
| AKV 15 BAIROKO                 | 1 Apr 1960  |
| AKV 22 PALAU                   | 1 Apr 1960  |
| AKV 30 SITKOH BAY              | 1 Apr 1960  |
| <del>AKV 32 LUNGA POINT</del>  | 1 Apr 1960  |
| AKV 33 HOLLANDIA               | 1 Apr 1960  |
| AKV 34 KWAJALEIN               | 1 Apr 1960  |
| AKV 35 BOUGAINVILLE            | 1 Apr 1960  |
| AKV 36 MATANIKAU               | 1 Apr 1960  |
| APB 45 BLACKFORD               | 1 Apr 1960  |
| ARL 16 MYRMIDON                | 1 Apr 1960  |
| ARL 17 NUMITOR                 | 1 Apr 1960  |
| CL 83 MANCHESTER               | 1 Apr 1960  |
| LSSL 24                        | 1 Apr 1960  |
| LSSL 58                        | 1 Apr 1960  |

| <u>CLASSIFICATION AND NAME</u> |                 | <u>DATE</u> |
|--------------------------------|-----------------|-------------|
| LSSL 83                        |                 | 1 Apr 1960  |
| LSSL 84                        |                 | 1 Apr 1960  |
| LSSL 85                        |                 | 1 Apr 1960  |
| LSSL 89                        |                 | 1 Apr 1960  |
| LSSL 90                        |                 | 1 Apr 1960  |
| LSSL 104                       |                 | 1 Apr 1960  |
| LSSL 116                       |                 | 1 Apr 1960  |
| MSF 159                        | CHANGE          | 1 Apr 1960  |
| MSF 218                        | DENSITY         | 1 Apr 1960  |
| MSF 219                        | DESIGN          | 1 Apr 1960  |
| MSF 238                        | GARLAND         | 1 Apr 1960  |
| MSF 269                        | OPPONENT        | 1 Apr 1960  |
| MSF 297                        | SCRIMMAGE       | 1 Apr 1960  |
| PC 580                         | MALVERN         | 1 Apr 1960  |
| PC 581                         | MANVILLE        | 1 Apr 1960  |
| SS 235                         | SHAD            | 1 Apr 1960  |
| SS 276                         | SAWFISH         | 1 Apr 1960  |
| SS 280                         | STEELHEAD       | 1 Apr 1960  |
| SSR 267                        | POMPON          | 1 Apr 1960  |
| SSR 271                        | RAY             | 1 Apr 1960  |
| LST 279                        | BERKELEY COUNTY | 25 Apr 1960 |
| LST 400                        |                 | 25 Apr 1960 |
| LST 503                        |                 | 25 Apr 1960 |
| AVP 52                         | SHELIKOF        | 1 May 1960  |
| AVP 54                         | TIMBALIER       | 1 May 1960  |
| SS 258                         | HOE             | 1 May 1960  |
| SS 281                         | SUNFISH         | 1 May 1960  |
| T-AK 187                       | HENNEPIN        | 1 Jun 1960  |
| AKV 9                          | CAPE GLOUCESTER | 1 Jun 1960* |
| AKV 11                         | VELLA GULF      | 1 Jun 1960  |
| AKV 13                         | PUGET SOUND     | 1 Jun 1960  |
| AOR 110                        | CONECUH         | 1 Jun 1960  |
| APD 39                         | BARR            | 1 Jun 1960  |
| APD 44                         | IRA JEFFERY     | 1 Jun 1960  |
| APD 46                         | AMESBURY        | 1 Jun 1960  |
| APD 50                         | SIMS            | 1 Jun 1960  |
| APD 52                         | REEVES          | 1 Jun 1960  |
| APD 75                         | WEBER           | 1 Jun 1960  |
| APD 77                         | FRAMENT         | 1 Jun 1960  |
| APD 81                         | TATUM           | 1 Jun 1960  |
| APD 84                         | HAINES          | 1 Jun 1960  |
| APD 85                         | RUNELS          | 1 Jun 1960  |
| APD 87                         | CROSLEY         | 1 Jun 1960  |
| APD 88                         | CREAD           | 1 Jun 1960  |

\* Reinstated in Naval Vessel Register effective 1 July 1960

| <u>CLASSIFICATION AND NAME</u> | <u>DATE</u> |
|--------------------------------|-------------|
| APD 93 BROCK                   | 1 Jun 1960  |
| APD 94 J.Q. ROBERTS            | 1 Jun 1960  |
| APD 96 RAY K. EDWARDS          | 1 Jun 1960  |
| APD 99 UPHAM                   | 1 Jun 1960  |
| APD 104 WILLIAM J. PATTISON    | 1 Jun 1960  |
| APD 105 MYERS                  | 1 Jun 1960  |
| APD 112 HUNTER MARSHALL        | 1 Jun 1960  |
| APD 114 WALTER S. GORKA        | 1 Jun 1960  |
| APD 115 ROGERS BLOOD           | 1 Jun 1960  |
| APD 139 BRAY                   | 1 Jun 1960  |
| ARL 13 MENELAUS                | 1 Jun 1960  |
| AVP 48 ONSLOW                  | 1 Jun 1960  |
| BB 55 NORTH CAROLINA           | 1 Jun 1960  |
| BB 56 WASHINGTON               | 1 Jun 1960  |
| CB 1 ALASKA                    | 1 Jun 1960  |
| CB 2 GUAM                      | 1 Jun 1960  |
| LST 987 MILLARD COUNTY         | 1 Jun 1960  |
| LST 1041 MONTGOMERY COUNTY     | 1 Jun 1960  |
| LST 1144 SUBLETTE COUNTY       | 1 Jun 1960  |
| MHC 45 BUNTING                 | 1 Jun 1960  |
| PC 1145 WINNEMUCCA             | 1 Jun 1960  |
| PC 1546 GROSSE POINT           | 1 Jun 1960  |
| PC 1569 ANACORTES              | 1 Jun 1960  |
| SS 217 GUARDFISH               | 1 Jun 1960  |
| SS 231 HADDOCK                 | 1 Jun 1960  |
| SS 264 PARGO                   | 1 Jun 1960  |

b. The following craft are stricken from the "List of Service Craft" as of the dates indicated:

|          |             |
|----------|-------------|
| APL 59   | 11 May 1955 |
| YC 702   | 1 Apr 1960  |
| YC 710   | 1 Apr 1960  |
| YC 726   | 1 Apr 1960  |
| YC 751   | 1 Apr 1960  |
| YC 753   | 1 Apr 1960  |
| YC 770   | 1 Apr 1960  |
| YC 973   | 1 Apr 1960  |
| YC 976   | 1 Apr 1960  |
| YC 1376  | 1 Apr 1960  |
| YC 1423  | 1 Apr 1960  |
| YC 1057  | 1 Apr 1960  |
| YFN 300  | 1 Apr 1960  |
| YFN 304  | 1 Apr 1960  |
| YFN 913  | 1 Apr 1960  |
| YFN 1131 | 1 Apr 1960  |
| YFN 1132 | 1 Apr 1960  |

|   | <u>CLASSIFICATION AND NAME</u> | <u>DATE</u> |
|---|--------------------------------|-------------|
|   | YFN 1133                       | 1 Apr 1960  |
|   | YFN 1134                       | 1 Apr 1960  |
|   | YFN 1135                       | 1 Apr 1960  |
|   | YFN 1178                       | 1 Apr 1960  |
|   | YFN 1180                       | 1 Apr 1960  |
|   | YFN 1182                       | 1 Apr 1960  |
|   | YFN 1184                       | 1 Apr 1960  |
|   | YFN 1191                       | 1 Apr 1960  |
|   | YFN 1193                       | 1 Apr 1960  |
|   | YFNX 7                         | 1 Apr 1960  |
|   | YSD 7                          | 1 Apr 1960  |
|   | YSD 10                         | 1 Apr 1960  |
|   | YSD 11                         | 1 Apr 1960  |
|   | YSD 13                         | 1 Apr 1960  |
|   | YSD 24                         | 1 Apr 1960  |
|   | YSD 28                         | 1 Apr 1960  |
|   | YSD 41                         | 1 Apr 1960  |
|   | YSD 47                         | 1 Apr 1960  |
|   | YSD 59                         | 1 Apr 1960  |
|   | YSD 61                         | 1 Apr 1960  |
|   | YSD 70                         | 1 Apr 1960  |
|   | YSD 78                         | 1 Apr 1960  |
|   | YTB 228                        | 1 Apr 1960  |
|   | YTB 283                        | 1 Apr 1960  |
|   | YTB 289                        | 1 Apr 1960  |
|   | YV 1                           | 1 Apr 1960  |
|   | YV 2                           | 1 Apr 1960  |
|   | YF 292                         | 1 May 1960  |
|   | YF 295                         | 1 May 1960  |
|   | YFND 9                         | 1 May 1960  |
|   | YFU 3                          | 1 May 1960  |
|   | YOGN 108                       | 1 May 1960  |
|   | YON 82                         | 1 May 1960  |
| A | YTL 320                        | 1 May 1960  |
| A | YTL 361                        | 1 May 1960  |
| A | YAG 36                         | 1 Jun 1960  |
| A | YAG 38                         | 1 Jun 1960  |
| A | YFN 238                        | 1 Jun 1960  |
| A | YOS 19                         | 1 Jun 1960  |
| A | YPD 33                         | 1 Jun 1960  |
|   | YTB 253                        | 1 Jun 1960  |
|   | YTB 254                        | 1 Jun 1960  |
| * | YTL 363                        | 1 Jun 1960  |
|   | YWN 64                         | 1 Jun 1960  |

CATAPULT  
LAUNCHER

3. Implementation. Bureaus and Offices concerned take necessary action.

4. Cancellation. This Notice is cancelled when the above changes have been made and for record purposes on 1 November 1960.



C. P. MILNE

Assistant Secretary of the Navy (Material)

## Distribution:

SNDL: A1 (Secretary & Executive Assts.)  
A2A (NavCompt (5), ONM only)  
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21 (Commanders in Chief)  
22 (Fleet Commanders)  
23 (Naval Force Commands)  
24 (Type Commands)  
27C (Sea Frontier Commanders)  
38A (Reserve Fleet Commands)  
38B (Reserve Fleet Groups)  
41A (Commander, MSTS)  
41B (Area Commanders, MSTS)  
41C1 (Sub-Area Commanders, MSTS)  
41D1 (Offices, MSTS)  
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333C1...100...405...432...431H...431J...431K...  
434/L...434M...434N...434P...MRCC

22 February 1945

From: The Medical Officer.  
To: The Chief of the Bureau of Medicine and Surgery,  
Navy Department, Washington, D. C.  
Via: The Commanding Officer.

Subject: Personnel Casualties - Report of.

Reference: (a) Paragraph 2, Pacific Fleet ltr. 9144, dated  
19 January 1944.

1. The following information is submitted in accordance  
with reference (a).

DATE - 21 February 1945

PLACE - Longitude 141° 23' East, Latitude 24° 42' North.

NATURE & CAUSE - Carrier was attacked by four enemy  
aircraft, one of the planes, after being hit by anti-aircraft fire,  
attempted to crash into the carrier, one wing hit the bridge and the  
landing gear hit the edge of the flight deck, the flaming wreckage  
continued to glide across the flight deck into the sea, exploding off  
the port side of the carrier.

| <u>NAME</u>                | <u>RANK OR<br/>RATING</u> | <u>DIAGNOSIS</u>                         | <u>PROGNOSIS</u> | <u>DISPOSITION</u>   |
|----------------------------|---------------------------|--|------------------|----------------------|
| COPELAND, Charles Martin   | APC (T)                   | HEMATOMA,<br>TRAUMATIC<br>(Rt. shoulder) | Favorable        | Retained<br>on board |
| CHARLEY, Clayton Elbert    | Slc                       | BURN (arms<br>& back)                    | Favorable        | Retained<br>on board |
| DE MARTIS, Felix Joseph    | AMM2c                     | BURN (arms,<br>hands & face)             | Favorable        | Retained<br>on board |
| FOLLENBOUT, Maurice Adolph | Slc                       | BURN<br>(face)                           | Favorable        | Retained<br>on board |
| HEROD, James Charles       | Slc                       | BURN (hands)                             | Favorable        | Retained<br>on board |
| RAMIREZ, Gil Vincent       | Slc                       | BURN (wrists)                            | Favorable        | Retained<br>on board |
| SHARP, John Stanford       | Slc                       | WOUND, PUNCT.<br>(rt. thigh)             | Favorable        | Retained<br>on board |



CVE94/A9-8

U.S.S. LUNGA POINT (CVE 94)  
c/o Fleet Post Office  
San Francisco, California

OF16/wag

Subject: Personnel Casualties - Report of.

| <u>NAME</u>              | <u>RANK OR<br/>RATING</u> | <u>DIAGNOSIS</u>       | <u>PROGNOSIS</u> | <u>DISPOSITION</u>   |
|--------------------------|---------------------------|------------------------|------------------|----------------------|
| STEVENSON, Elmer Paul    | F1c                       | BURN (arms<br>& face)  | Favorable        | Retained<br>on board |
| TERRELL, Jesse Philips   | S2c                       | BURN (hands<br>& face) | Favorable        | Retained<br>on board |
| THOMSEN, Arnold Leon     | S1c                       | BURN (hands)           | Favorable        | Retained<br>on board |
| WALTERICH, James Francis | FC3c                      | BURN (hands<br>& face) | Favorable        | Retained<br>on board |

CC: CinCPac  
ComCarDiv26

*Paul C. Platt*  
Paul C. PLATT

Mab-1-3-GAMcK:11

AKV


20 July 1959

SECOND ENDORSEMENT on PRES INSURV ltr OP45C/JLB, AKV-32/S3-1, Ser 1600P45  
of 23 June 1959

From: Chief, Bureau of Ordnance  
To: The Secretary of the Navy  
Via: Chief of Naval Operations

Subj: LUNGA POINT (AKV-32); Survey - Report of

1. Forwarded.
2. The Bureau concurs in the "Findings" and "Recommendations" contained in the basic correspondence.

  
G. A. McKENNA  
By direction

Copy to:  
OP-43  
INSURV  
BUSHIPS  
COMNAVSHIPYD PUGET SOUND  
SUBINSURVSDIEGGRU PACRESFLT  
NAVREPFAC SDIEGO  
INSURVPAC  
COMWESTSEAFRON  
COMPACRESFLT  
CINCPACFLT  
COMNAVAIRPAC  
BUAER  
COMSDIEGGRU PACRESFLT  
ONM  
DISPOSAL OFFICER (CODE 533) NAVSHIPYD NYK  
BUSANDA

2340

AKV32(522)  
Ser 522.31-1140

FIRST ENDORSEMENT on INSURV ltr OP450/JLB; AKV32/S3-1; Ser 1600P45  
of 23 June 1959

14 JUL 1959

From: Chief, Bureau of Ships  
To: The Secretary of the Navy  
Via: (1) Chief, Bureau of Ordnance  
(2) Chief of Naval Operations

Subj: LUNGA POINT (AKV 32); Survey - Report of

1. Forwarded.

2. This Bureau concurs with the "Findings" and "Recommendations" in the basic letter.

Copy to:  
OP43  
INSURV  
BUORD  
NAVREFFAC SDIEGO  
INSURVPAC  
COMWESTSEAFRON  
COMPACRESFLT  
CINCPACFLT  
COMNAVAIRPAC  
BUAER  
COMSDIEGOGRU PACRESFLT  
ONM  
Disposal Officer (Code 533)NAVSHIPYD NYK  
BUSANDA



F. W. TAYLOR  
By Direction

071659 0293



DEPARTMENT OF THE NAVY  
BOARD OF INSPECTION AND SURVEY  
WASHINGTON 25, D. C.

ROOM 2406 T-3  
IN REPLY REFER TO

OP45C/JLB  
AKV-32/S3-1  
SER 1600P45  
23 JUNE 1959

From: President, Board of Inspection and Survey  
To: The Secretary of the Navy  
Via: (1) Chief, Bureau of Ships  
(2) Chief, Bureau of Ordnance  
(3) Chief of Naval Operations

*AKV*  
*mab-1*  
*Red*  
*cf*

Subj: LUNGA POINT (AKV-32); Survey - Report of

Ref: (a) INSURV Ltr Serial 1630P45 of 1 October 1952  
(b) CNO Ltr Serial 02234P43 of 8 May 1959 *0575590143 mab-1*  
(c) BUSHIPS Ltr Serial 522.31-065 of 12 June 1959 *Red*

Encl: (1) Report of Material Inspection of LUNGA POINT (AKV-32)  
*u/hw* held 2 July 1952 by Sub-Board of Inspection and Survey,  
Tacoma Group, Pacific Reserve Fleet

1. Reference (a) which forwarded, as enclosure (1) thereto, a report of material inspection of the LUNGA POINT (AKV-32) is hereby canceled and superseded.

2. Enclosure (1) to reference (a) remains effective and is hereby designated as enclosure (1) to this letter.

3. The material condition of the LUNGA POINT (AKV-32) was found to be generally satisfactory at the time of the last inspection, and, although this inspection was made in 1952, it is considered that it reflects the current material condition since the ship was properly inactivated and preserved, has been under dehumidification since that time, and has not been in an operating status.

4. The planning information contained in reference (b) materially affects the status of the LUNGA POINT (AKV-32). Reference (c) reflects the cost estimates of conversion of the LUNGA POINT (AKV-32) in consonance with the requirements of reference (b). In view of the obsolescence of this ship, the lack of requirements for the ship in its present configuration, and the cost of conversion to meet the requirements, a new Section II - FINDINGS is hereby substituted:

"II - FINDINGS

FIRST The Board finds the ship unfit for further service because the cost of repairs and alterations are disproportionate to the value of the ship.

071659 0293

*JS*

ROOM 2406 T-3  
OP45C/JLB  
AKV-32/S3-1  
SER 1600P45  
23 JUNE 1959

- 2 -

SECOND      The estimated cost of repairs and  
conversion is.....\$16,600,000.00

The replacement cost of a ship of  
the same size and like material is..\$20,700,000.00

The Board appraises the AKV-32 at...\$    252,720.00  
when sold as scrap."

5. Section IIA - RECOMMENDATIONS is added as follows:

"IIA - RECOMMENDATIONS

In view of the findings in paragraph one of Section II, the Board finds the LUNGA POINT (AKV-32) unfit for further Naval Service and recommends:

- (a) That she be designated as a Class D ship.
- (b) That she be stricken from the Naval Vessel Register.
- (c) That all useable equipment as designated by the cognizant technical Bureau be removed from the ship prior to disposal.
- (d) That she be disposed of in accordance with the Laws and Regulations prescribed for disposal of naval ships."

  
R. F. STOUT

COPY TO:  
OP-43  
BUSHIPS  
BUORD  
COMNAVSHIPYD, PUGET SOUND  
INSURVPAC  
CWSF  
COMPACRESFLT  
CINCPACFLT  
COMAIRPAC  
BUAER  
COMTACGRUPACRESFLT (2 - 1 ship)  
SUBINSURVTACGRU PACRESFLT  
ONM  
DISPOSAL OFFICER (CODE 533) NYNSY  
BUSANDA

071659 0293

Our Own Files

\*\*\*  
FACTUAL  
HISTORY OF THE  
U.S.S. LUNGA POINT (CVE 94)  
\*\*\*\*\*

## U.S.S. LUNGA POINT

### COMBAT RECORD FACILITY AND STATISTICAL HISTORY

The U.S.S. LUNGA POINT was launched at Vancouver, Washington, 11 April 1944, by the Kaiser Shipbuilding Company. Commissioning ceremonies were held at Astoria, Oregon, on 14 May 1944, and Captain G.A.T. Washburn, USN, of 12352 Sand Point Way, Seattle, Washington, became this ship's first Commanding Officer. Three weeks of fitting out in Astoria followed commissioning, and the vessel put to sea on 5 June, 1944, the day before the Normandy invasion.

After leaving Astoria, the LUNGA POINT proceeded to Puget Sound. There, speed runs were made, instruments calibrated, the ship degaussed, and all guns test-fired.

San Diego was the next port of call. Planes came out from North Island and exercised the flight deck crews in handling aircraft. Arresting gear and catapult were used for the first time with aircraft. The first landing and takeoff was made on 17 June, 1944.

Following this brief training period the ship called at Alameda, where Army bombers were loaded for Finschhafen, New Guinea. Some 400 passengers were also taken on board for transportation to the forward areas.

On 5 July, 1944, the ship entered the realm of Neptunis Rex, and on 8 July crossed the International Date Line. Cargo and passengers were discharged in Dreger Harbor, New Guinea, on 17 and 18 July, and war-weary P47's loaded for the return trip.

Calling at Espiritu Santo 20 July, the ship refueled, loaded passengers, and proceeded to San Diego.

A period of availability (17 days) was granted at Terminal Island, San Pedro, California, where the ship was made ready for combat duty. Returning to San Diego, the ship became a unit of Carrier Division 29, consisting of the MAKIN ISLAND (CVE 93), the BISMARCK SEA (CVE 95), and the SALAMAU (CVE 96). Rear Admiral C.T. Durgin, USN, became Commander, Carrier Division 29, with the U.S.S. MAKIN ISLAND as his flagship. Several weeks were consumed qualifying squadron (VC-85) in carrier operations off San Diego. Three other squadrons were qualified in carrier landings during that period: VC-84, VF-38 and VT-38.

### LEYTE GULF

On October 16, 1944, with Composite Squadron 85 embarked, the ship set sail for combat duty. A two-day stop-over in Pearl, then on through Eniwetok, Ulithi and Kossol Roads in time to participate in the Leyte Gulf Operations. From November 13th to 22nd this ship, as a unit of Carrier Division 29, provided air cover for transports and surface units in and out of Leyte Gulf. First contact with the enemy came on November 22nd when three Jap bombers penetrated the air cover and attacked convoy and escorts. One was shot down and the other two escaped into the clouds. Other enemy aircraft and submarines in the vicinity were kept at a respectful distance and no casualties to shipping resulted during this period.

When relieved of escort duty on November 22nd, this ship with the MAKIN ISLAND (F), BISMARCK SEA, SALAMAU, and escorts, departed for Manus, Admiralty Islands, to

## U.S.S. LUNGA POINT

### COMBAT RECORD FACILITY AND STATISTICAL HISTORY (CONT.)

prepare for the LUZON campaign. It was in Manus, that detailed plans for air support for the landings at Lingayen Gulf were studied and a rehearsal held at Huon Gulf, (near Lae, New Guinea). On December 27th departure was taken from Manus, and this ship with other units, proceeded toward the Philippines. Following a two day stop-over at Kossol Roads to top off fuel and ammunition the ship sailed on New Year's Day for Lingayen Gulf. On the 3rd of January the Support Carriers, numbering about twelve, rendezvoused with battleships and cruisers of the Bombardment and Fire Support Group and began transit of Surigao Straits.

#### LINGAYEN GULF - LUZON

The force moved steadily through the land-bound Mindanao and Sulu Seas and on the 5th came out into the South China Sea. On the 4th, in the Sulu Sea, a Jap Kamakaze plane dove on this vessel and was shot down by ship's A/A. The OMMANEY BAY was hit and sunk by a Jap plane at the same time. On the 5th the first enemy plane was shot down by a fighter of VC-85. During the approach to Lingayen Gulf, the force was seldom more than 15 minutes flying time from Japanese held airfields. Some 70 operational fields were known to be in Japanese hands. On the 5th the force steamed Northward through the South China Sea, passing Manila some 60 miles offshore. Fourteen air attacks were made on the force from January 4th to 9th.

The ship arrived off Lingayen Gulf three days prior to the landing date and helped prepare the way for the troops, as well as provide air cover for the battleships, minesweepers and demolition teams. There followed eleven days of intensive air support during which time the squadron flew an average of 41 sorties per day.

On January 17th Support Carriers were withdrawn and the ship returned over the same route it had steamed two weeks earlier, arriving at Ulithi without mishap.

#### IWO JIMA

From January 23rd to February 10th the ship remained at Ulithi, preparing for the invasion, seizure and occupation of Iwo Jima in the Volcano Islands. On February 10th departed for Iwo Jima, via Saipan, where a short rehearsal was held. Arrived off Iwo Jima February 16th, with the advance amphibious force under Rear Admiral Blandy.

Enemy Air opposition did not develop in strength off Iwo Jima until the 21st. On the evening of this date some 16-18 planes attacked carriers in the vicinity of Iwo Jima, resulting in severe damage to the SARATOGA and the sinking of the BISMARCK SEA. Four JILLS made torpedo and suicide attacks on the LUNGA POINT about 1846(I). Two torpedos missed ahead and one astern. Three of the attacking planes were shot down by ship's A/A. One plane, exploding from gunfire just prior to striking the ship, caused minor damage as wing and landing gear sheared off on impact and the plane crossed the flight deck from starboard to port at an altitude low enough to leave a series of propellers marks on the flight deck planking.

The ship operated almost within sight of Iwo Jima until land-based planes were present in sufficient strength on the island to protect the ground forces. Leaving



## U.S.S. LUNGA POINT

### COMBAT RECORD FACILITY AND STATISTICAL HISTORY (CONT.)

March 8th, the ship returned to Ulithi. At this anchorage plans for the next campaign, the seizure and occupation of Okinawa, were studied. The ship re-provisioned and on March 21st, with other advance forces, sortied from Ulithi en-route to Okinawa.

#### OKINAWA

The advance force arrived off Okinawa on March 24th at 1200 and flight operations commenced the following morning. Beginning a second Major amphibious campaign but 17 days after completing the last strike of the preceding operation may be something of a record.

By the end of the first week off Okinawa all bombs and rockets were expended and the ship proceeded to the recently acquired anchorage in Kerama Retto for re-arming. Shortly after anchoring bogeys were reported closing and at 0845(I) a ZEKE suicide diver attached from an altitude of 6000 feet. He was splashed by gunfire from this vessel and the SAGINAW BAY. Upon completion of loading late in the afternoon the ship sortied with three escorts and again came under suicide attack by a force estimated at six planes. Of these, five were observed to crash and the other believed damaged. One crash dived the DICKERSON (APD 21) resulting in loss of this vessel. The action brought to 12 the number of suicide attacks made on the LUNGA POINT in three months.

For 32 days following arrival at Okinawa operations were conducted continuously against the enemy. On the 25th of April this ship relieved the STEAMER BAY in the fueling area and flew defensive patrols over the service group until departure for Guam on May 8th. There followed a period of availability from May 11th until May 23rd at Guam for minor repairs and interim upkeep. VC-85 was relieved by VC-98 and the ship departed Guam for Okinawa on May 23rd. After a preliminary period of 10 days on oiler escort duty this ship was relieved by the SALAMAU and rejoined Support Carrier Unit One on 4 June.

The Unit steamed Southeast on the night of 4 June avoiding the center of a typhoon by a scant 100 miles. At dawn the 7th, aircraft of the Unit struck airfields and installations in the SAKASHIMA group. At 0636(I) and 0639(I) suicide attacks were made on the NEHENTA BAY and the SARGENT BAY respectively. No attacks were made on this vessel.

Following the one-day strike on Sakashima the ship returned with its unit to Okinawa.

On June 8th VC-98 flew its first support mission, hitting targets as directed on Okinawa through the day. On the 15th, Rear Admiral Durgin, USN, flew aboard on a personal visit and to present awards to officers and men of this ship. Continuous ground support was furnished for the forces on Okinawa until the 17th, when the LUNGA POINT refueled and set a course for Sakishima.

On the 18th flight operations were resumed with Strikes being flown against Ishigaki and Miyara airfields on Sakishima Gunto. An emergency turn was made during the afternoon when a submarine contact was made by one of the escorts. This contact as later evaluated as being non-submarine.

## U.S.S. LUNGA POINT

### COMBAT RECORD FACILITY AND STATISTICAL HISTORY (CONT.)

The day following T.U. 32.1.1 was sighted and when joined, T.U. 32.1.3 was disbanded. The NATOMA BAY with ComEsCarFor aboard, WAKE ISLAND and MANILA BAY departed for Guam and the SARGENT BAY and OKLAHOMA CITY for Leyte. The remaining ships in T.U. 32.1.1 were the HOGGATT BAY, with C.T.U. 32.1.1 aboard, NEHENTA BAY, SHAMROCK BAY, STEAMER BAY, SHIPLEY BAY, FANSHAW BAY (COMCARDIV 26), LUNGA POINT and VICKSBURG. Shortly thereafter the LUNGA POINT along with the WILKS (DD 440) was detached to proceed to Kerama Retto for rearming and provisioning.

The LUNGA POINT dropped anchor in Kerama Retto the following morning. Ammunition and supplies were loaded in a hurry and the ship was again underway at 1730. The decision to spend no more time than was necessary in what is now locally as "Bogie Bay" was amply justified when reports that Kerama Retto was under attack reached the ship at about 1900. Work came in shortly that among the ships damaged in this attack were the CURTISS (AV 4) and the KENNETH WHITING (AV14).

Late in the evening of the 22nd, word was received that all organized resistance on Okinawa had ceased, and that there remained only small isolated pockets of the enemy which were rapidly being cleaned out by the Army and Marines. In the early hours of the 24th it was reported that the minesweeping operation in area Zebra had been completed and T.U. 32.1.1 immediately took departure for Leyte. Three days later, on the morning of June 27th, the LUNGA POINT dropped her anchor in San Pedro Harbor, Leyte.

### EAST CHINA SEA OPERATION

Any hope that the ship might at last get her long overdue availability were soon dashed as orders were received to rearm and replenish as quickly as possible and return north. This was done and the ship was again ready for sea and sortied the harbor on July 1st. At noon the same day Captain W.R. Hollingsworth, USN, was flown aboard as relief for Captain G.A.T. Washburn, USN. Five days later, as the ship was approaching her operating area, Captain Hollingsworth took over command of the LUNGA POINT and Captain Washburn was flown to Okinawa for further transportation to the United States.

The job out for the ship this time was to cover another minesweeping operation in Area Juneau, which was about half way to the China Coast, directly west of the southern tip of Okinawa. Local and target ASP and CAP were flown for the next three weeks before the ship returned to Okinawa for rearming and replenishment. During this operation, the formation was snooped by Jap planes continuously but our air cover always broke up these attacks before they were able to reach the formation. Although the formation operated some 60 miles from the mine field proper, floating mines were spotted daily by our lookouts and later destroyed by ships of the screen. The finale of this operation was providing cover for a Cruiser Task Force making an Anti-Shipping Sweep north of the mine field off the Shanghai Coast.

Two days at Okinawa was sufficient to accomplish all that was necessary and the LUNGA POINT was again ready for combat. A force of heavy cruisers was to make a second Anti-Shipping sweep along the coast of China this time from Shanghai northward and the LUNGA POINT was one of three CVEs designated to provide air cover. In addition to the air cover however, the planes from this ship flew photo hops mapping several of the island groups in Hangchow Bay, as well as making strikes on enemy air

## U.S.S. LUNGA POINT

### COMBAT RECORD FACILITY AND STATISTICAL HISTORY (CONT.)

installtions and airfields along the Coast. Within only a few minutes flight of ten or twelve operational Jap airfields in and around the Shanghai area, a great deal of the time was spent at General Quarters, though none of the attacks were pressed or caused any damage. Several of the enemy planes making these abortive attacks were shot down including a FRANCIS by our own squadron, VC-98.

This duty was terminated on the 7th of August and the formation returned to Okinawa for supplies and orders. It was while in Buckner Bay on the night of August 10th that the news of Jap peace offerings reached us, though it was not until five days later while on our way down to Saipan that this was confirmed by a dispatch from the Secretary of the Navy. Port was reached on the 18th and hurried and much needed repairs were made as orders had been received to join the 5th Fleet of Admiral Spruance and participated in the occupation of Japan. These orders were soon changed and though still a part of the 5th Fleet, this ship was to aid in evacuating Allied Prisoners of War from the Empire, operating out of the ports of WAKAYAMA and NAGASAKI.

On 1 September, 1945, the LUNGA POINT departed Saipan and set a course for Buckner Bay Okinawa. Enroute the Squadron exercised with rockets on a towed spar and gunnery practice was held. On the morning of the 5th Buckner Bay was reached and the ship dropped anchor. The next day orders were received to prepare the ship for transportating RAMP's from the Empire. The LUNGA POINT sortied Buckner Bay on the afternoon of the 7th and flew her squadron off, returning to port the same evening. At 1300 on the 9th, the ship was on her way to WAKANOURA WAN, Southern HONSHU in company with T.G. 56.5, Rear Admiral C. T. Durgin, USN, aboard the MAKIN ISLAND. The guide was in the U.S.S. MONTPELIER (CL-57) with Rear Admiral RIGGS, USN, aboard as Commander Task Unit 56.5.2. At 0800, 11 September a Japanese Harbor Pilot was picked up and anchorage was made that evening in WAKANOURA WAN without incident.

Evacuation Center was established ashore and RAMP's processed. Five days later information was received that insufficient personnel had been recovered to load the ship, and on the 15th, the LUNGA POINT sortied the harbor enroute to NAGASAKI, KYUSHU. The ship reached this port safely on the 17th of September though she rode out a Typhoon there, which hit shortly after she had dropped her anchor. Heavy Seas and winds up to 80 knots were experienced inspite of the protection of surrounding land formations. Two days were necessary to complete loading RAMP's totalling 760 men of various nationatilies and on the afternoon of the 18th the LUNGA POINT was once more enroute to Okinawa. Twenty-four hours later she was safely anchored in HAGUSHI WAN on the west coast of the island. Allied personnel was disembarked the next day and the ship set a course for Buckner Bay where she dropped her anchor on the 23rd.

Six days later the LUNGA POINT took aboard VC Squadron 33, as replacement for her former Squadron VC-98 and on the 29 September again sortied Buckner Bay for WAKANOURA WAN arriving there October 1st. Preparations were made in anticipation of the NAGOYA landing, but advised weather conditions postponed this operation. Orders were received to sail at once for Tokyo Harbor and it was while the ship was enroute there that word was received that Rear Admiral W.D. Sample was missing in a PBM on a routine patrol flight. Course was reversed and planes were sent out on searches when weather permitted. After several days of intermittant operations

## U.S.S. LUNGA POINT

### COMBAT RECORD FACILITY AND STATISTICAL HISTORY (CONT.)

the ship put in to WAKANOURA WAN once more to refuel and take on supplies which were exhausted. When this had been completed she was ordered to resume the search which covered the southern coast of the Empire and the Inland Sea. When it was decided the area had been thoroughly covered the search was called off and the formation set a course for Tokyo Bay. On arrival in this harbor the LUNGA POINT was relieved by the U.S.S. PUGET SOUND (CVE 113) and immediately reported to Commander Service Force, Pacific Fleet by dispatch. Orders were received shortly from that Command to load passengers and proceed to Pearl Harbor for further routing to the United States. This operation was finally completed and the LUNGA POINT sortied Tokyo Bay on October 28th enroute to Pearl Harbor and arrived there at 1400, 7 November.

#### MISSIONS BY SQUADRON AND OPERATION

|       | <u>Lingayen</u> | <u>Iwo Jima</u> | <u>Okinawa</u> | <u>East China Sea</u> | <u>Total</u> |
|-------|-----------------|-----------------|----------------|-----------------------|--------------|
| VC-85 | 657             | 977             | 1301           | ---                   | 2,936        |
| VC-98 | ---             | ---             | 875            | 667                   | 1,542        |
|       |                 |                 |                | <u>Total</u>          | <u>4,477</u> |

#### PERSONNEL LOSSES

|                | <u>COMBAT</u> |                | <u>OPERATIONAL</u> |                |              |
|----------------|---------------|----------------|--------------------|----------------|--------------|
|                | <u>PILOTS</u> | <u>AIRCREW</u> | <u>PILOTS</u>      | <u>AIRCREW</u> | <u>TOTAL</u> |
| LEYTE GULF     | 0             | 0              | 0                  | 0              | 0            |
| LUZON          | 0             | 0              | 0                  | 0              | 0            |
| IWO JIMA       | 1             | 2              | 0                  | 0              | 3            |
| OKINAWA        | 1             | 1              | 0                  | 0              | 2            |
| EAST CHINA SEA | 0             | 0              | 0                  | 0              | 0            |
|                | <u>2</u>      | <u>3</u>       | <u>0</u>           | <u>0</u>       | <u>5</u>     |

#### PLANE LOSSES

|                | <u>COMBAT</u> |           |              | <u>OPERATIONAL</u> |           |              |                    |
|----------------|---------------|-----------|--------------|--------------------|-----------|--------------|--------------------|
|                | <u>VF</u>     | <u>VT</u> | <u>TOTAL</u> | <u>VF</u>          | <u>VT</u> | <u>TOTAL</u> | <u>GRAND TOTAL</u> |
| LEYTE GULF     | 0             | 0         | 0            | 2                  | 0         | 2            | 2                  |
| LUZON          | 0             | 2         | 2            | 2                  | 1         | 3            | 5                  |
| IWO JIMA       | 1             | 1         | 2            | 0                  | 1         | 1            | 3                  |
| OKINAWA        | 1             | 1         | 2            | 3                  | 0         | 3            | 5                  |
| EAST CHINA SEA | 0             | 0         | 0            | 2                  | 0         | 2            | 2                  |
|                | <u>2</u>      | <u>4</u>  | <u>6</u>     | <u>9</u>           | <u>2</u>  | <u>11</u>    | <u>17</u>          |

Plane availability for the entire period to date was 99.7.

# U.S.S. LUNGA POINT

## DAMAGE TO THE ENEMY

|                                  | <u>LUZON</u> | <u>IWO JIMA</u> | <u>OKINAWA</u> | <u>EAST CHINA SEA</u> | <u>TOTAL</u> |
|----------------------------------|--------------|-----------------|----------------|-----------------------|--------------|
| Planes shot down by ship         | 1            | 3               | 1              | 0                     | 5            |
| Planes shot down by squadron     | 1            | 0               | 10             | 1                     | 12           |
| Enemy planes destroyed on ground | 3            | 0               | 0              | 0                     | 3            |
| Enemy Planes damaged on ground   | 0            | 0               | 3              | 0                     | 3            |
| Ships sunk: Torpedo boats        | 1            | 0               | 0              | 0                     | 1            |
| STD's                            | 0            | 1               | 2              | 0                     | 3            |
| Small craft                      | 2            | 0               | 18             | 1                     | 21           |
| 115' Coastal Craft               | 0            | 0               | 0              | 1                     | 1            |
| Ammo Ships                       | 0            | 1               | 0              | 0                     | 1            |
| Ships damaged:                   |              |                 |                |                       |              |
| Torpedo boats                    | 1            | 0               | 0              | 0                     | 1            |
| Small craft                      | 17           | 5               | 24             | 5                     | 51           |
| Ground targets destroyed:        |              |                 |                |                       |              |
| Buildings                        | 9            | 3               | 69             | 0                     | 81           |
| Trucks                           | 23           | 4               | 31             | 0                     | 58           |
| A/A positions                    | 0            | 5               | 21             | 3                     | 29           |
| Ammo Dumps                       | 2            | 0               | 2              | 0                     | 4            |
| Fuel dumps                       | 1            | 0               | 5              | 0                     | 6            |
| Supply dumps                     | 1            | 0               | 9              | 0                     | 10           |
| Barracks                         | 2            | 3               | 5              | 0                     | 10           |
| Bridges                          | 2            | 0               | 1              | 0                     | 3            |
| 5" D.P. Gun                      | 0            | 1               | 0              | 0                     | 1            |
| Radio Stations                   | 0            | 0               | 2              | 0                     | 2            |
| H.Q. Post                        | 0            | 0               | 1              | 0                     | 1            |
| Ground targets damaged:          |              |                 |                |                       |              |
| Bridges                          | 2            | 0               | 1              | 0                     | 3            |
| Buildings                        | 15           | 14              | 57             | 0                     | 86           |
| Trucks                           | 12           | 0               | 26             | 0                     | 38           |
| Fuel dumps                       | 1            | 0               | 0              | 0                     | 1            |
| Barracks                         | 0            | 1               | 1              | 0                     | 2            |
| Seaplane base                    | 0            | 0               | 0              | 1                     | 1            |

Statistics include only known results by observation or ground report.

## ADDITIONAL STATISTICS

|                        |         |
|------------------------|---------|
| Tons of bombs dropped  | 211     |
| Ammunition expended    | 489,000 |
| Rockets fired          | 4,724   |
| Nautical miles steamed | 110,460 |

Op-23-S-jk  
S011 3 117  
Serial 314923

NAVY DEPARTMENT  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON

6 November 1943

First Endorsement  
(on BuPers Ltr.-Pers 182-  
GVM dated 1 November 1943.

From: Chief of Naval Operations.  
To : Secretary of the Navy.

Subj: Recommending names for fourteen (14) Aircraft  
Carriers, Escort (CVE); recommending change  
in name of YFB-23.

1. Forwarded. Approval is recommended of the names  
for the vessels indicated:

| <u>Present Name</u> | <u>Recommended Name</u> | <u>Classification</u> |
|---------------------|-------------------------|-----------------------|
| NASSUK BAY          | SOLOMONS                | CVE-67                |
| FORTAZELA BAY       | TULAGI                  | CVE-72                |
| KANAIKU BAY         | MARCUS ISLAND           | CVE-77                |
| KAITA BAY           | SAVO ISLAND             | CVE-78                |
| TANANEK BAY         | CAPE ESPERANCE          | CVE-88                |
| ULITKA BAY          | MAKASSAR STRAIT         | CVE-91                |
| ALAZON BAY          | LUNGA POINT             | CVE-94                |
| ANGUILLA BAY        | SALAMAUA                | CVE-96                |
| ELBOUR BAY          | ATTU                    | CVE-102               |
| TONOWEK BAY         | MUNDA                   | CVE-104               |
| VERMILLION BAY      | KULA GULF               | CVE-108               |
| WINJAH BAY          | SALERNO BAY             | CVE-110               |
| MOSSER BAY          | RENDOVA                 | CVE-114               |

( OVER ( OVER)

Op-23-S-jk  
Serial 314923

SAN ALBERTO BAY      BADOENG STRAIT

CVE-116

Note: The above are names to perpetuate the names of  
recent successful Naval and Army battles and actions.

SOLOMONS

SANIBEL

YFB-23

The name of an island  
off the coast of Florida

W.S. FARBER

Sub Chief of Naval Operations.

Op-23-S-jk

Second Endorsement

Serial 315023

6 November 1943

From: Secretary of the Navy.  
To : Chief of Naval Operations.

1. Approved.

FRANK KNOX

Copy to:

CominCh (4)

CinCLant

BuPers (25)

ComAirLant

CO NAVSTA; New Orleans, La.

Chairman, U.S. Maritime Commission

Special Asst. to Asst. Chief (5)-Arl Annex, room 1052

Director of Public Relations, room 0014

Bureaus and Offices and Divisions of Office of Chief of  
Naval Operations.

AIR MAIL

CinCPac

CoTCPac

ComAirPac

Com. 13

Com. 14

CO NAVSTA; Astoria, Wash.

Comdt. NOB; Midway Island

ComFairWestCoast

Comdt. Nyd; Pearl Harbor, T.H.

Comdt. Nyd; Puget Sound, Wash.

SupShips; Tacoma, Wash.

|                    |                          |          |
|--------------------|--------------------------|----------|
| REFERENCE SOURCES: | NAME AND DESIGNATION     |          |
|                    | USS LUNGA POINT (CVE 94) |          |
|                    | PERIOD OF SERVICE        | SO NAMED |
|                    | 1944 -                   |          |

#### STATISTICAL DATA

|                   |  |
|-------------------|--|
| TYPE:             | BUILDER  |
| CLASS             | KAISER SHIPBUILDING COMPANY  |
| MAIN ARMAMENT     | LAUNCHED: 11 APRIL 1944  |
|                   | SPONSOR  |
| LENGTH:           | NAMED FOR:   |
| BEAM:             | ACQUIRED:  |
| DRAFT:            | 1ST COMMISSIONED: 14 May 1944  |
| DISPLACEMENT:     | 1ST COMMANDING OFFICER: CAPT. G. A. T. WASHBURN                                |
| SPEED:            | CHANGES IN STATUS  |
| COMPLEMENT:       | Originally MC 1131; chngd to AVG;  |
| FINAL DISPOSITION | to ACV on 20 Aug. 1942; to CVE on 15 July 1943; in reserve, o/s, Tacoma, Wash. |
|                   | Chg. to CVU 94, 12 June 1955   |

#### HISTORICAL INFORMATION

Name chg. from ALAZON BAY to LUNGA POINT 6 Nov. 1943.

COMBAT OR OTHER OPERATIONS:



## BIBLIOGRAPHY SHEET FOR U.S.S.

LUNGA POINT CVE 94

NAME OF PUBLICATION

DAY

MONTH

YEAR

PAGE NO.

Cruise Bookk May 1944- May 1945 Edwards and Broughton Co., Raleigh, N.C.

(Was mailed in August to all hands who served aboard. Editor requests early mailing acknowledgement cards which were enclosed in copies, so he may close his books. In addition, about 40 copies were returned due to change of address. Men not having received their copies may submit new address to: LCDR Samuel Linton Smith, USNR, Lock Drawer 551, Raleigh, North Carolina.).

Ref: Navy Dept. Lib.